

# Hitting of All Twelve

by C. E. Scharps

AFTER all, the situation as regards automobile manufacturing in this country is by no means settled. It did look last week as if "finis" had been written to passenger car-making, after January 1, 1919, for the duration of the war. Later developments make it appear that there is no definite order to quit building automobiles. Of course, if supplies of materials are so small that nothing is left over for other industries after the government's war needs are met, automatically there will be a shutting down of motor car production, as well as that of the other lines affected. But that situation, proceeding from natural causes, is better than to be ordered to shut down, even if the effect is the same.

The most regrettable thing about an order to quit would be that it must proceed from government opinion that the passenger automobile is not a necessity. I believe, emphatically, and I am sure the representatives of the industry can prove, that the automobile is a real and important need in our everyday life.

That there are some persons who do not really need their cars and can dispense with them is unquestionable. But my belief is that these persons are in a minority. It isn't fair to judge the automobile from the occasional example of its being used for amusement only. Scanning the country over, the estimate that 90 per cent of the motor cars in use fill a utility want does not seem out of line.

To the Packard Motor Car Company we are indebted for the slogan, "Save a freight car for Uncle Sam." That applies to motor truck operation the country over. Why not a similar slogan for the users of passenger automobiles—"Save a day coach for Uncle Sam?" Keep your automobile up at its best running pitch and use it for passenger transportation of all sorts, so that the railroad burden of passenger haulage may be lightened as much as possible. This will leave the railroad lines free for the transporting of goods—war goods particularly. Keep your automobile running with this object in view, and I do not see why that is not a patriotic effort.

## Great Call for Motor Trucks

THERE are great days ahead for the makers of commercial vehicles. To begin with, they are not likely to come under any governmental limitation of output. A commercial vehicle is, on its face, a utility. And what a wide market there is for motor trucks! There are more than 5,000,000 motor vehicles registered in the United States, but only about 600,000 of the total are commercial vehicles. This is in the ratio of one to eight.

There is a field for vastly more motor trucks. The substitution of motor vehicles for railroad freight cars for long hauls and short hauls points out one field. Brisker business in ever so many other lines in the United States implies the installation of trucks. It is a safe estimate to say that there is a field for certainly more than 2,000,000 motor trucks right now in this country.

Statistics reported by the B. F. Goodrich Rubber Company are that in England there are 40,000 trucks to 250,000 automobiles. There is a far larger demand in this country than in England for motor vehicles. This is pretty well shown by the fact that five states of the Union—New York, Ohio, Pennsylvania, Iowa and California—each have more cars registered than there are in England altogether. This state alone has more than 420,000. Small wonder that every day sees announcements of the formation of new motor truck manufacturing companies, or that established passenger car makers have entered the commercial field.

## A Nuisance That Should Be Checked

AMONG prime nuisances a leading place belongs to these new whistles that many motor trucks and some touring cars are using. They are engine-driven, as has been explained. They are inserted in the place of a petcock, and the faster the engine goes the more noise they make. The riot of an automobile so equipped, going down through a crowded thoroughfare, where it is found necessary to give warning signals very frequently, is wellnigh intolerable.

We were told that the police were going to bar their use in New York, but if that is the plan there hasn't been much action on it thus far. A great and real favor would be conferred upon persons in the streets, as well as in homes and office buildings along frequented streets, if the use of such riotous warning signals was suppressed. Legislation has tended toward the elimination of unnecessary noises in this city, and we surely can class this blatant whistle as not only not needed, but something that we would do well to go without.

## Bringing Out the Oldtimers

WITH the decreasing output of new cars for the market, of course the second-hand cars come into their own. And not only are the automobiles recently second-hand in demand, but I have noticed some antiques on the road the past week which give the appearance of having been taken out of dead storage somewhere.

The drawing on this page, by Frank Beck, The Tribune's motor cartoonist, isn't by any means so fanciful a picture as it might seem. The old wrecks will be tottering into sight soon, to fill a want, as the supply of brand new automobiles and more recent used cars shrinks. Perhaps not by 1919, as Beck has it, but by 1920, anyway.

## Roadmaking Should Be Kept Up

ROADMAKING has been affected by the war. It is the regular story of shortage of materials and labor. In a letter to The Tribune Herbert W. Baker, secretary of the New York State Automobile Association, says:

With the exception of maintaining the state roads by small repair gangs and single highway patrolmen, there has been practically no other work going on. There are one or two short contracts being completed which on account of weather conditions could not be completed last year, but outside of this, the small repair gangs, and oiling of a few stretches of road, there is no change in conditions.

This is a report on New York State. It is fair to say that in many other commonwealths conditions are similar. It is not a good state of affairs. Road work is doubly important in war time, because the roads are needed to make transportation rapid and easy. In war time, even more than in peace time, good roads are a crying need.

## Rides for Soldiers

THERE have been a great many signs posted up on motor cars recently, all of them offering rides to men in service uniforms as far in the desired direction as the car in question is going. The credit for being first in the field with such signs is being variously claimed.

We do not undertake to say who first put out the signs, but we do know that the first time the suggestion to give rides came to our attention was last winter. Walter C. Allen, a member of the Motor Club, suggested then the printing of a sticker, to be attached to the windshield, containing the offer of a "lift." The Motor Club was to have got them out. It wasn't until months after that that we saw any windshield cards that now are so plentiful. The suggestion, at any event, was first published in this column in the winter.

## Not All the Tax on the Consumer, Please!

IT WOULD be the part of wisdom, I think, for the manufacturer not to plan to pass along to the buyer all of the 10 per cent tax on the sales of motor cars. That worked all right in the case of the 3 per cent tax, but taken together with the excise tax on the use of automobiles, the new scale will make a considerable burden upon the motor car owner.

It will tend to deter some folks from becoming owners of new cars if they have all this tax to pay. Even if production is curtailed considerably the coming automobile year, the manufacturer would do well to assume part of the impost himself rather than put it all on the customer. Because the customer probably has troubles enough of that sort all his own.

## Just a Line or So

Cole & Dixon, Inc., handling the Denby line of motor trucks, Smith form-a-truck attachments and a complete line of trailers, have removed their service station to larger quarters at 407 East Nineteenth Street, Manhattan. The company will soon remove their executive offices from 123 West Sixty-fourth Street to 232 West Fifty-fourth Street, taking over the entire building at the latter location.

Wilton A. Holmes, who last April resigned as vice-president and general manager of the Republic Motor Truck Company, has formed the Planaut, the product of which will be an internal gear-driven truck.

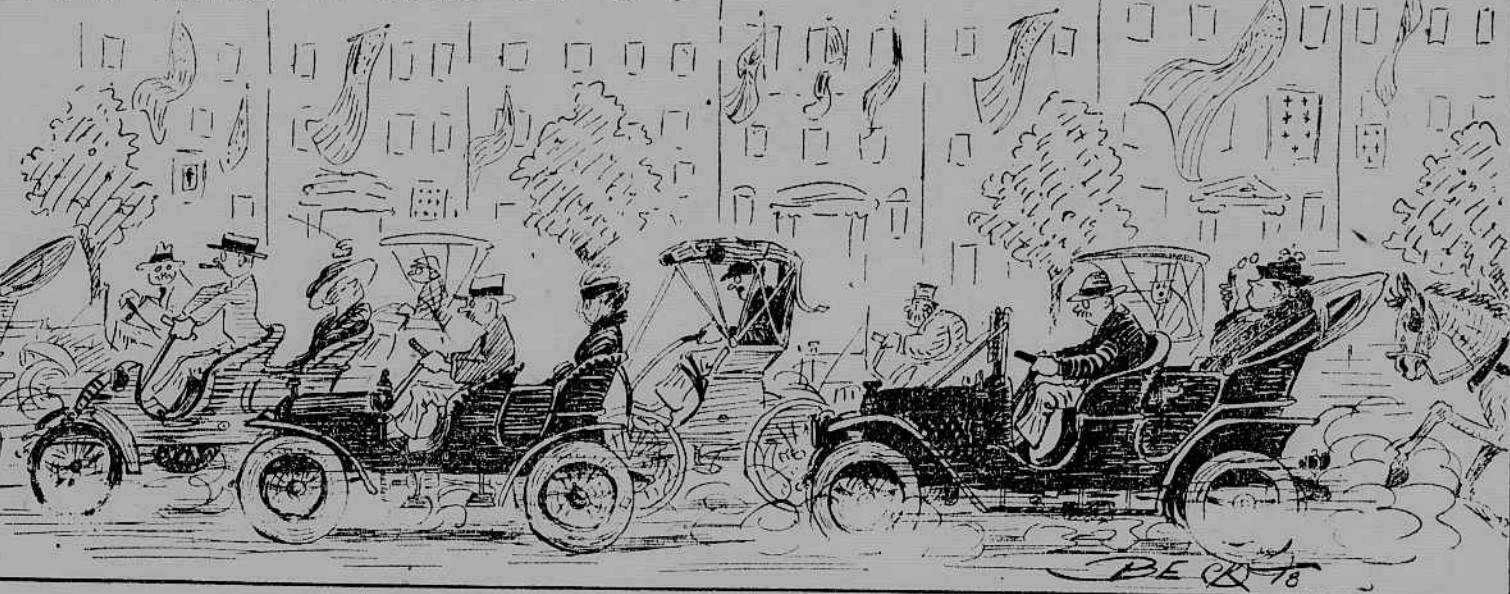
Arthur C. Warren, formerly of the Whitney Motor Company, has become assistant to Gay Vaughan at the Wright-Martin plant in Long Island City.

# Not Such a Flight of Fancy, Either

FIFTH AVENUE IN 1917



FIFTH AVENUE IN 1919



## There Is No Need to Motor Your Way In Darkness

By William H. Stewart, Jr.

One of the most annoying occurrences while driving at night is to have one or more of the lights go out. The causes of this trouble are many and varied, but a little knowledge of the lighting system and a little experimenting will soon equip the average motorist with sufficient command of the system to locate all ordinary troubles. He must first of all familiarize himself with the wires necessary to carry the current from the battery to the lamps, leaving the rest of the system for later study. If the instruction book that comes with the car is available it will be of great assistance, but this much of the system may be learned without it.

### Can You Find These?

He must begin by locating the following: First, the battery, which may be on the running board, under the seat or slung on the frame, usually under the floor boards; second, the ammeter, which is carried on the dash or instrument board; third, the switch, on steering column or on the instrument board; fourth, the fuse box, which is usually near the switch or under the hood, and, fifth, the various lights.

The operator should now trace the path of the current from the battery to lamps and back again, using the diagram in the instruction book if possible. Start at the battery and trace it to the ammeter on the dash. The ammeter indicates whether the battery is charging or discharging, and so is the first piece of apparatus to be reached. The current now passes to the switch, with which the fuse block is usually closely associated. The fuses are short lengths of fine wire incased in glass. The wire is made of lead and tin and melts at a low temperature. If a short circuit occurs on any line leading to a lamp the heavy rush of current is too great for the fuse, which melts and breaks the circuit, stopping the current and the danger is well. If the heavy rush of current were allowed to continue the battery would be discharged and the wires would become red hot. By tracing both wires from the battery one will be found grounded to the frame.

### Tracing to the Lamps

Having located the switch and fuses it should be an easy matter to trace the current to the lamps. Some systems ground the current at the lamps and it returns by way of the frame of the car. This is known as the "one wire" system. Other systems provide a return wire from lamp to switch and are known as "two-wire" systems. This is easily determined by noting whether the wire from switch to lamp is single or double. This is an important detail when it comes to tracing the current while looking for short circuits, etc. By tracing both wires from the battery one will be found grounded to the frame.

In case all the lights go out we look for some trouble at the battery, such as a loose wire or terminal, or a short circuit on some part of the wire leading from the battery. We follow along the line by the ammeter, looking for loose broken wires or short circuits, until we come to the switch. It must be evident that any trouble which affects the whole system must be on a part of a circuit common to all the lights. We do not suspect a worn-out battery, as this trouble usually comes on gradually and gives ample warning by the lights being dim, brightening as the engine speeds up.

### When One Light Goes Out

If only one light goes out we immediately inspect for a defective light bulb or see if the controlling fuse has blown. If it has there is probably a short circuit on that line or else the fuse may have worn out. Do not replace the burned out fuse until the short has been found and removed. If the fuse is intact there is a break somewhere on the line to the light, probably a loose terminal.

If a light flickers—that is, goes on and off intermittently—that indicates a loose connection. Do not confuse this with the case of a weak battery, when the light rises and falls with the speed

## Grind Valves Only When You're Sure They Need It

By M. Clifford Brokaw

Don't grind your valves—no unless necessary. Don't be forever fussing around the motor's noisils any more than you would about your own. Don't imagine that every little trouble has its origin in leaky valves. It may be, but you should be sure about it before spending an hour or two that way. There is a certain class of drivers who, whenever the engine does not perform up to standard, adjust the carburetor. Another class files a dollar's worth of metal from the inter-rupter points. Still another always wants to grind valves. There is nothing which is a cure all for engine maladies.

I have a friend who, after working over his balky motor for an hour, finally took a pencil out of the toolbox and wiped off the grease that had collected on it. The engine then started without difficulty. He now performs this operation to cure everything from a boiling radiator to a flat tire. To date I have been unable to convince him that cleaning the "pencil" will not make the engine run if there is no gasoline in the tank.

Leaving Inlet Valves Alone

The number of times valves need to be ground varies on different cars—varies widely. But once a year is usually enough for the inlet valve. This valve remains closed when the combustion takes place in the cylinder and during the exhaust, and when it is open nothing but fresh gas passes through it. Therefore it retains a good seat long and it is a mistake to grind the inlet valve every time the exhaust valve is doctored. Certainly so on the idea that it is going to give trouble sooner or later, and it is well to forestall trouble. That is fallacious reasoning.

If the cylinder misfires one of the things to do is to test the compression with the starting crank, to determine if lack of compression might be the cause of the trouble. If the compression is poor the exhaust valve usually may be suspected. To determine this fault it is necessary to remove the valve from the engine and examine the seat. If particles of carbon or rough places are found, it is time to get pieces of carbon may be scraped off with a knife and this alone will remedy the difficulty.

However, to make sure of the seat it is well to use very fine grinding compound or fine emery mixed with oil, and just touch up the seat until it shows a continuous gray ring on both valve and seat. To grind the valve usually may be done with a grinding compound or too much grinding or improper grinding will cut rings in the valve and destroy the seat.

Don't Grind Too Deep

I have seen cases where valves have been ground so deep in the casting that the seat was at the bottom of a "well" and when the valve was pushed open there was very little space for the passage of exhaust gases. A little more grinding would have worn around the casting, leaving no seat at all.

When the valves have deep grooves ground in them they must be swung in a lathe and faced off or new ones procured. To prevent this condition use very fine grinding compound, although it may be a little slower than coarse. Rotate the valve back and forth on its seat, using little or no pressure. Rotate few times the valve should be fitted free of the seat and should get about one-quarter turn.

If the valve seats in the cylinder care should be taken to plug up all openings leading to the cylinder, so that no grinding compound may work inside. Care should also be taken to wipe all of the compound out when the grinding is completed. Otherwise it will keep on grinding and wear out the cylinder walls.

Sometimes the valves are located under the head of the cylinder block and it is necessary to remove the top pressure. Rotate few times the valve should be fitted free of the seat and should get about one-quarter turn.

Care About Push Rod Clearance

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# Vermont's Beautiful Valleys Offer Charming Motor Tour

## Country Abounds in Scenic Delights and Good Roads, Too

A trip through the Green Mountain country, outlined for motorists by the Automobile Club of America, lies through a section rich in natural attractions, in historic memories and in the necessary element of good roads. Among the many peaks that rear their heads along our journey are Mounts Killington and Mansfield, the Camel's Hump, Mount Lincoln and Mount Jay. Great forests of hemlock, pine and spruce cover the sides of the mountains and give the mountain range and the state, too, their appropriate names. In the fertile valleys agriculture flourishes in many forms and stock raising is one of the principal activities.

The first section of the route leaves New York by way of Central Park and Seventh Avenue to 145th Street. A right turn is made crossing the Harlem River, then a left turn into Mott Avenue, which becomes the Grand Concourse. About a mile beyond a right turn is made into Fordham Road, becoming Pelham Parkway, which is followed to New Rochelle. The route continues along the Sound through Larchmont, Mamaroneck and Port Chester to Greenwich and on to Stamford, Norwalk and Bridgeport, fifty-eight miles from New York, on all good hard surfaced roads.

Four miles beyond Bridgeport, at Stratford, the route turns due north and skirts the west shore of the Housatonic River to Shelton, where the bridge to Derby is crossed over the confluence of the Housatonic and Naugatuck rivers. The Naugatuck Valley is followed through Seymour and Beacon Falls to Waterbury (ninety-one miles from New York), one of Connecticut's industrial centres.

### Over Southington Mountain

From Waterbury to Hartford and over the Southington Mountain the road is good, the grades are easy and the view from the summit over the Quinnipiac Valley includes a wide expanse of Connecticut's most beautiful armsteads. Our route continues through Southington, Plainfield and Farmington to Hartford, the capital of Connecticut (120 miles from New York).

On leaving Hartford the west side of the Connecticut River is followed through Windsor Locks and Suffield to West Springfield. The road continues due north along the river through the outskirts of Holyoke to Northampton, entering Connecticut's famous tobacco growing region. From this point the route runs through Deerfield to Greenfield, from which many trips are available, including the favorite run over the Mohawk Trail. Continue north on the main line through Bernardston, crossing the Connecticut River into Northfield (216 miles from New York), famous as the birthplace of Dwight D. Moody and now the home of the schools he founded.

The route now passes through Hinsdale, crossing the river into Vermont at Brattleboro and then on through Westminster, where a side trip can be made to Walpole, a charming summer resort.

### Sunapee Lake Preserve

Follow the Connecticut Valley through Charleston to Claremont, from which a short run east over good roads goes to Sunapee Lake, a beautiful body of water located in a 25,000-acre preserve.

After retracing the way west to Claremont the road goes north through the picturesque villages of Cornish and Hartland to Woodstock, an excellent stopping point. From Woodstock the route crosses the Connecticut River at White River Junction and follows one of New Hampshire's famous gravel state roads through Woodsville, Lisbon and Franconia to Bethlehem. From Bethlehem there is a road which is somewhat shorter over the mountain through Waterford to St. Johnsbury, but the preferable way, including both good roads and scenery, is via Twin Mountain to Jefferson, in the heart of the White Mountains region.

At Lancaster cross the Connecticut River into Vermont again and continue through Lunenburg and North Concord to St. Johnsbury. Motorists who have the time to extend the trip will enjoy a delightful route through rugged country by running due north through Lyndonville and around Willoughby Lake to Newport, and then across to Burlington via Lowell and Johnson.

### Through the Winooski Valley

From St. Johnsbury the main route runs by way of Winooski Valley, through Montpelier, the state capital, and Waterbury, Vt., to Burlington.

### Lighting-Up Time

To make the time at which drivers of all vehicles in the metropolitan district are required to show lights conform to the new daylight saving plan as half-hour after sunset.

Today, 8:25 p. m.

Monday, Aug. 19, 8:30 p. m.

Tuesday, Aug. 20, 8:30 p. m.

Wednesday, Aug. 21, 8:30 p. m.

Thursday, Aug. 22, 8:30 p. m.

Friday, Aug. 23, 8:30 p. m.

Saturday, Aug. 24, 8:30 p. m.

Sunday, Aug. 25, 8:30 p. m.

Monday, Aug. 26, 8:30 p. m.

Tuesday, Aug. 27, 8:30 p. m.

Wednesday, Aug. 28, 8:30 p. m.

Thursday, Aug. 29, 8:30 p. m.

Friday, Aug. 30, 8:30 p. m.

Saturday, Aug. 31, 8:30 p. m.

Sunday, Aug. 1, 8:30 p. m.

Monday, Aug. 2, 8:30 p. m.

Tuesday, Aug. 3, 8:30 p. m.

Wednesday, Aug. 4, 8:30 p. m.

Thursday, Aug. 5, 8:30 p. m.

Friday, Aug. 6, 8:30 p. m.

Saturday, Aug. 7, 8:30 p. m.

Sunday, Aug. 8, 8:30 p. m.

Monday, Aug. 9, 8:30 p. m.

Tuesday, Aug. 10, 8:30 p. m.

Wednesday, Aug. 11, 8:30 p. m.

Thursday, Aug. 12, 8:30 p. m.

Friday, Aug. 13, 8:30 p. m.

Saturday, Aug. 14, 8:30 p. m.

Sunday, Aug. 15, 8:30 p. m.

Monday, Aug. 16, 8:30 p. m.

Tuesday, Aug. 17, 8:30 p. m.

Wednesday, Aug. 18, 8:30 p. m.

Thursday, Aug. 19, 8:30 p. m.

Friday, Aug. 20, 8:30 p. m.

Saturday, Aug. 21, 8:30 p. m.

Sunday, Aug. 22, 8:30 p. m.



From Burlington many interesting side trips are available by motor or by boat on Lake Champlain. Excellent conditions are available by boat to points in the Adirondack Mountains. South of Burlington the main route runs to Rutland, via Shelburne Falls, Vergennes, Middlebury and Brandon, passing through charming country with towns and villages typical of rural New England, then on through the Otter Creek Valley to Manchester, where are the links of the Ekwonok Country Club. From Manchester the route continues south through Bennington to Williams College. The Berkshire Hills are traversed, as the road leads through Pittsfield to Lenox and thence through the Berkshires via Stockbridge and Great Barrington, crossing the Connecticut line at Canaan, thence down the Naugatuck Valley through Torrington to Waterbury, returning to New York via Danbury, Ridgefield and Briarcliff.

## Can You Guess the Make?

By H. S. Osborne

Some grease and lubricating oil and gas. A lot of tin, some wood and steel. A what is called a steering wheel